

COST ESTIMATE AND TENTATIVE SCHEDULE

(Preliminary and subject to change)

Implementation Phase	Preferred Alternative	Schedule
Prior Expenditures	\$1,000,000	Prior Years
Right-of-Way Acquisition	\$48,000,000	2020
Construction	\$38,500,000	2022
Total	\$87,500,000	

PROJECT DEVELOPMENT PROCESS

The proposed project will involve federal funds and must comply with the National Environmental Policy Act (NEPA). Under NEPA, an agency must study the adverse and beneficial environmental impacts of alternatives that meet a project’s purpose and need. This planning process can be divided into the steps shown below.

WE ARE HERE

Early 2013/ Late 2013

Identified deficiencies to be addressed and complete initial traffic analyses.

Aug. 2013

DESIGN CHARRETTE – Identified concepts for screening and solicit feedback on key design features.

Jan. 2014

PUBLIC WORKSHOP – Presented preliminary alternatives for feedback.

Mid 2014/ Late 2014

Compared preliminary alternatives for traffic operations, qualitative impacts, and public/local opinion.

Early 2015/ Late 2015

Completed additional studies/impact analyses in support of the Environmental Assessment (EA).

July 2016

FHWA approved EA.

Oct. 2016

PUBLIC HEARING – Present preferred alternative.

Spring 2017

Publish final environmental document for preferred alternative solution.

Post Spring 2017

Develop final designs for the preferred alternative solution.

Early 2020

Begin right-of-way acquisition.

After 2022

Begin construction process.

WHAT IS DONE WITH YOUR INPUT?

A post-hearing meeting will be conducted after the comment period has ended. NCDOT staff representing Planning, Design, Traffic Operations, Division, Right of Way, Public Involvement & Community Studies and others who play a role in the development of a project will attend this meeting. The project will also be reviewed with federal agencies such as the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (USACE), as well as state agencies such as the NC Department of Environmental Quality. When appropriate, local government staff will attend.

All spoken and written issues are discussed at the post-hearing meeting. Most issues are resolved at the post-hearing meeting. NCDOT considers safety, costs, traffic service, social impacts and public comments in making decisions. Complex issues may require additional study and may be reviewed by higher management, Board of Transportation Members and/or the Secretary of Transportation.

Minutes of the post-hearing meeting will be summarized and are available to the public by noting your request on the comment sheet.

WHAT HAPPENS NEXT?

Comments received from the hearing about the location and design of the proposed project will be reviewed at the post-hearing meeting and incorporated, where feasible, into the development of final design plans for the project. Further studies and surveys, as needed, will be conducted on the preliminary findings described in the Environmental Assessment (EA), such as hazardous materials, historic and archaeological sites, and access to residences and businesses. The design plans will be refined in an effort to further reduce impacts to the human and natural environment.

A decision will be provided in the project’s final environmental document: a Finding of No Significant Impact (FONSI) – to be prepared based on the results of the items above. The FONSI will be circulated for public and federal and state agency review. The project will then proceed to the final design and right-of-way acquisition phases of the project.

East John St/Old Monroe Rd Improvements
Mecklenburg & Union Counties



THE PURPOSE OF THE OPEN HOUSE
AND PUBLIC HEARING

Today’s hearing is another important step in the North Carolina Department of Transportation’s (NCDOT) procedure for making you, the public, a part of the project development process. The purpose of the hearing is to obtain public input on the location and design of the project.

There are two portions to today’s event, an informal open house, and a formal public hearing.

View the video presentation of the project

The video presentation provides an overview of the project and proposed alternatives. It will play continuously during the pre-hearing open house.

View the detailed project maps

Copies of the Environmental Assessment (EA) along with detailed maps are available for review.

Talk to NCDOT Project Team representatives

NCDOT representatives will be available between the hours of 4 p.m. and 6:30 p.m. to answer questions and receive comments related to the proposed project.

Stay for the Public Hearing

A formal presentation will begin at 7 p.m. The presentation will explain the location and design of proposed improvements, right-of-way requirements, relocation requirements / procedures, and the state-federal relationship. The hearing will be open to those present for statements, questions and comments. The presentation and comments will be recorded and a transcript will be prepared.

YOUR PARTICIPATION

Tonight is an additional opportunity to participate by making your comments and/or questions a part of the public record. This may be done by having them recorded at the formal Public Hearing or by writing them on the attached comment sheet. Several representatives of NCDOT are present. They will be happy to talk with you, explain the preliminary design to you and answer your questions. You may write your comments or questions on the comment sheet and leave it with one of the representatives or mail them by **November 11, 2016** to the following address:

Ms. Anamika Laad, AICP, CTP
NCDOT - Human Environment Section
1598 Mail Service Center
Raleigh, NC 27699-1598
Email: alaad@ncdot.gov

Everyone present is urged to participate in the proceedings. It is important, however, that the **opinions of all individuals be respected regardless of how divergent they may be from your own.** Accordingly, debates, as such, are out of place at public hearings. Also, the public hearing is not to be used as a popular referendum to determine the location and/or design by a majority vote of those present.

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PROJECT WEBSITE:

Project Maps and EA are also available at :

<https://www.ncdot.gov/projects/EastJohnOldMonroe/>



PROJECT DESCRIPTION AND PROGRAMMING

NCDOT proposes to widen the existing two-lane East John Street-Old Monroe Road (S.R. 1009) to a multi-lane facility from Trade Street (S.R. 3448-S.R. 3474) in the Town of Matthews in Mecklenburg County to Wesley Chapel-Stouts Road (S.R. 1377) in the Town of Indian Trail in Union County. The project is approximately 6.5 miles long.

The project is divided into three sections:

- U-4714A – Trade Street to I-485
- U-4714B – I-485 to Waxhaw-Indian Trail Road (S.R. 1008)
- U-4714C – Waxhaw-Indian Trail Road to Wesley Chapel-Stouts Road (S.R. 1377)

Currently, all three sections are programmed for right-of-way acquisition in fiscal year (FY) 2020 and construction in FY 2022.

The proposed improvements are consistent with the long range transportation plans for the local municipalities within the study area. Local governments within the Charlotte Regional Metropolitan Planning Organization (CRTPO), as well as NCDOT, have included this project in their adopted plans. This project is included in NCDOT's 2016-2025 State Transportation Improvement Program (STIP) as Project U-4714.

PROJECT PURPOSE AND NEED

The purpose of the project is to improve existing and projected traffic flow and operational efficiency on this section of East John Street-Old Monroe Road.

The proposed project is needed because:

1. **Capacity Deficiencies** – Heavy traffic occurs daily along East John Street-Old Monroe Road

through the project study area, resulting in frequent congestion and delays.

2. The existing roadway configuration **does not adequately serve pedestrians and bicycles.**

ALTERNATIVES STUDY PROCESS

As documented in the Environmental Assessment (EA), a multi-step process was used in developing and evaluating alternatives. Alternatives were compared and evaluated on factors such as future traffic operation conditions, potential for community resources impacts, and public/agency opinion.

PREFERRED ALTERNATIVE

The 4-Lane Superstreet is the Preferred Alternative. The Preferred Alternative best balances the needs, impacts, and costs. This is not a final decision. After the EA comment period ends, the Federal Highway Administration (FHWA) and NCDOT will identify a Selected Alternative. In making this decision, the FHWA and NCDOT will consider agency and public comments.

The project would include the following improvements:

- Upgrading the existing two-lane uncontrolled access roadway to a four-lane median divided urban roadway
- Non-traditional specific design treatments (mostly Superstreet design) at intersections
- Access management (e.g. signalization, median, control of access at intersections)
- Modification of the existing diamond interchange at East John Street/I-485 to a partial cloverleaf

RIGHT-OF-WAY ACQUISITION

When the final design is complete, right-of-way acquisition will begin and proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner.

If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy and then the Right-of-Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation.

The Department of Transportation must:

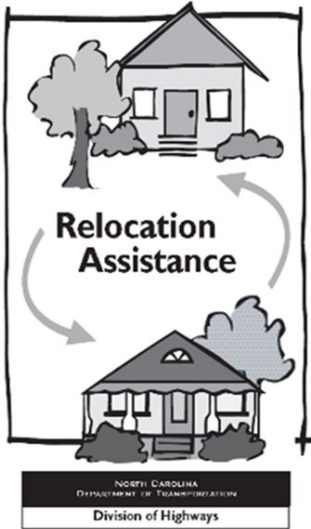
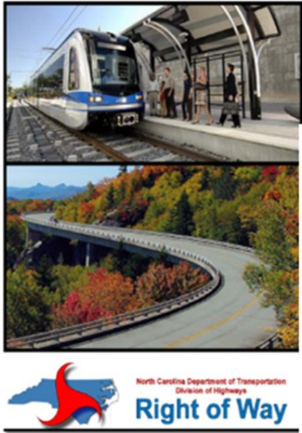
1. Treat all owners and tenants equally
2. Fully explain the owner's rights
3. Pay just compensation in exchange for property rights
4. Furnish relocation advisory assistance

RELOCATION ASSISTANCE

If your residence or business is to be acquired and relocated as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance on locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The Right-of-Way Agent can explain this assistance in greater detail.

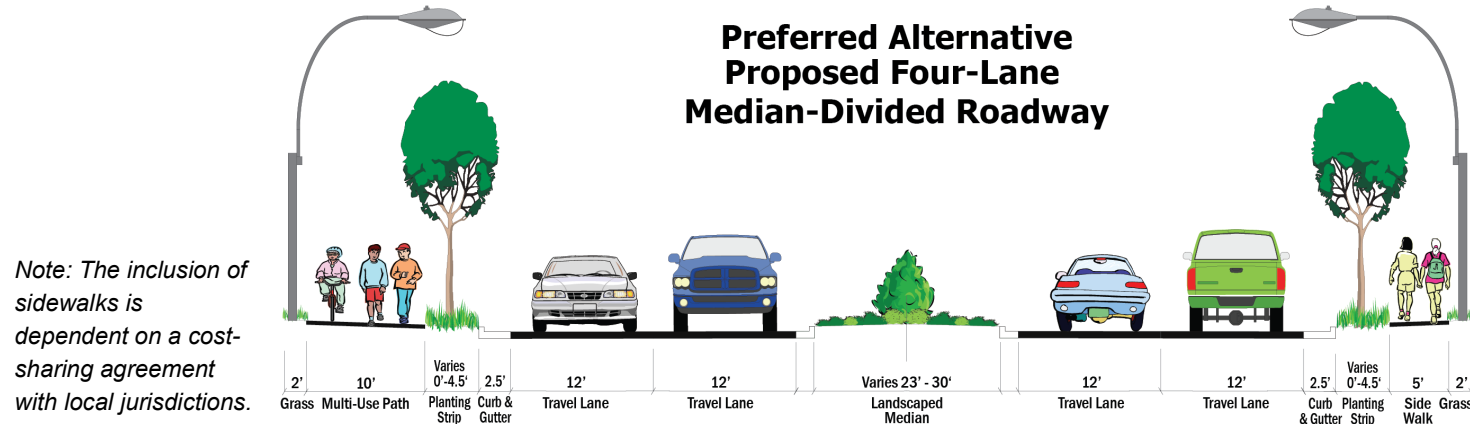
PAMPHLETS SUMMARIZING RIGHT-OF-WAY AND RELOCATION PROCEDURES ARE AVAILABLE AT THE SIGN IN TABLE.

The Real Estate Acquisition Process Brochure



STATE-FEDERAL RELATIONSHIP

The proposed project is a Federal Aid Highway Project and thus will be constructed under the State-Federal Aid Highway Program. Financing of this project will be 80 percent Federal funds and 20 percent State funds through the National Highway System Program.



BEST FIT ALIGNMENT

The alignment shown on the maps minimizes potential impacts to the environment such as community, natural, and cultural resources. Other factors considered in alignment placement included right of way and construction costs, potential residential and business relocations and opportunities for utilizing existing pavement.

THE ENVIRONMENTAL ASSESSMENT DOCUMENT AVAILABLE FOR REVIEW

The Environmental Assessment (EA) has been published by NCDOT and FHWA. The EA is an important milestone in the project planning process. The objective of the EA is to provide the public and decision-makers with appropriate and relevant information to make an informed decision on which transportation improvement alternative to select for implementation. Along with other important information, the EA contains a summary of the impacts associated with the proposed preliminary design of the Preferred Alternative. A summary of these impacts is provided in the table below.

The EA and maps showing the preliminary design are available for review on the project website or in person at the following locations:

- NCDOT Division 10 Office
716 West Main Street
Albemarle, NC 28001
- Town of Matthews Planning Department
232 Matthews Station Street
Matthews, NC 28105
- Town of Stallings Planning Department
315 Stallings Road
Stallings , NC 28104
- Town of Indian Trail Planning Department
130 Blythe Drive
Indian Trail, NC 28079

All comments are due by November 11, 2016

PROJECT WEBSITE:

Project Maps and EA are also available at :

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SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

Impact Category	Preferred Alternative	Proposed Mitigation
Residential Relocations (Minorities)	45 (25 tenants)	Relocation Assistance, Relocation Moving Payments, and Relocation Replacement Housing Payments or Rent Supplement.
Business Relocations	13 (12 tenants)	Relocation Assistance, Relocation Moving Payments, and Relocation Replacement Housing Payments or Rent Supplement.
Community Resources	Minor property impacts to six churches and the Stallings Volun-	Impacts will continue to be minimized to the extent feasible during final design.
Traffic Noise Impacts (# of properties)	96	Noise barriers were determined not reasonable due to the lack of access control along the corridor.
Natural Resources	1,821 linear feet of stream 0.38 acres of wetlands 0.11 acres of ponds	NCDOT will investigate potential on-site stream and wetland mitigation opportunities after approval of the final environmental document.

Note: A complete listing of all potential impacts is included in Table S-1 in the Environmental Assessment.

PREFERRED ALTERNATIVE

